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12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
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## BIRTH.

On August 24th, at Shanghai, the wife of F.  
W. STEWART, of a daughter.

## MARRIAGE.

On August 26th, at Shanghai, CHARLES JOSEPH  
HEAD to SARAH ANNE, eldest daughter of the late  
John Chatham and Mrs. Chatham, of Shanghai.

## DEATH.

On August 26th, at Tientsin, JOHN DOUGLAS  
ROSE, mate of the lightship "Taku," born October  
26th, 1851.

LONDON OFFICE: 10A, DES VOGES ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, SEPTEMBER 3RD, 1907.

THAT Mr. BIRRELL, and the Cabinet acting  
under the leadership of Sir HENRY  
CAMPBELL-BANNERMAN should have at the  
eleventh hour had the courage to lock up  
Mr. J. P. FARRELL, Nationalist Member of  
Parliament for Longford, North, and forty  
of his followers, is an item of news that  
will be received with satisfaction by all  
lovers of order,—only one subject of re-  
gret remains,—that he did not do so a  
year sooner, when there could have been no  
mistake as to the import of the act. As a  
fact the party led by Mr. REDMOND, of  
which the Member for North Longford is  
but an insignificant individual, will put  
down the belated return to reason of Mr.  
BIRRELL, as but a poor attempt at revenge  
for the contemptuous manner in which Mr.  
REDMOND kicked his Irish Council Bill  
down stairs last May. Mr. BIRRELL had  
fatuously forecasted his wretched Bill as  
intended to give "Irishmen" the right of  
managing their own affairs, which Irishmen  
of the forcing house species interpreted as  
applying to themselves personally, the  
scheme in the end only proving a lame copy

of GLADSTONE's celebrated Home Rule  
Act, with a little extra pap admixture for  
specially good children. Mr. REDMOND  
looked upon himself as victimized. He had  
expected to be made dictator, he was only  
confirmed as agitator general. Now, of  
course, and this is the lesson in statesman-  
ship that neither GLADSTONE, nor any of  
his disciples were ever capable of learning,  
it is the easiest and simplest thing in life  
to make a people, especially an excitable and  
inexperienced people like the native Irish,  
discontented. There is no necessity to  
make bad laws, no occasion for harsh  
treatment or injustice. You may sit at  
your ease at home, or utter a few words  
from your place at St. Stephen's calling  
your Irishman a member of a down-trodden  
people, and the thing is done; and the rôle  
of injured innocence assumed as if it were  
the most natural thing in life to be  
oppressed. In fact few things prove how  
completely unready, as yet at all events,  
your true born Irishman is for self-  
government as this perpetual imagining  
of oppression. Once let the disease of  
imagined maltreatment get hold on  
a subject, medical records will tell you,  
how impossible, almost, it is to eradicate  
the notion, even from minds ordinarily sane.  
Once it gains the mastery in a weak  
subject, it generally succeeds, in following  
the patient to his grave. Of course the  
worst thing the physician can do under the  
circumstances is to try and humour the  
weakness. The wise physician seeks to  
engage the patient's attention on other  
more profitable things, but this is what  
a government like the present, whose only  
bond of union is that each man has got a  
grievance of some sort or other, however  
dissimilar, finds itself, as a government,  
utterly unable to grasp. I don't know, said  
a gentleman of this calibre in the days of  
the Tichborne claimant, whether he is Sir  
ROGER or isn't; but this I know, I don't  
like to see a poor man done out of his rights.  
This, as a little consideration will show,  
was the inducing motive with Mr. BIRRELL,  
and others like him, to bring in the Irish  
Council Bill, avowedly not for the purpose  
of removing evils but that every Irishman  
might have the opportunity of doing as he  
liked. Of course, if the population of  
Ireland consisted only of Irishmen of Mr.  
REDMOND's, or even of Mr. FARRELL's  
type, there might be something to be said  
in favour of a bill enabling them without  
outside interference to act the part of the  
Kilkenny cats; but it has been hitherto  
the good fortune of Ireland that though a  
number, possibly counting merely heads a  
majority, are prepared in this respect to  
follow Mr. REDMOND's lead, there is a  
remnant—and the number of it is daily  
increasing—who are by no means ready to be  
dictated to by the agitator, and whose in-  
stincts and feelings are entirely on the side  
of order; who are in many respects more  
English than the English themselves,  
having learnt by sad experience, the  
evils of agitation for an imaginary  
nationality, which never existed, nor  
ever can exist. It is time in the inter-  
ests of these, who though in a minority of  
heads, are actually in a vast majority of  
brains and intelligence, that something  
should, however tardily, be done by British  
statesmen. Relying on their own right  
hands, and amidst the frowns of a section  
of unworthy pretenders to the name of  
Englishmen, these men even when fewer  
numerically than at present, have hitherto  
preserved for the British Empire this part  
of its possessions. It is an ominous sign  
of an approaching break up that the leaders of  
disaffection should now be found, not amidst  
the open exciters to disorder but in the ranks  
of a professedly British Cabinet.

Doubtless some feelings of their duty to  
their country, even when opposed by the in-  
trigues of a party incapable of comprehending  
the claims of loyalty, still lingers in  
a few of the present advisers of His Majesty.  
It is to be hoped that this last incident may  
be looked upon as a commencement of a  
return of the tide; and that the present  
disaffection, having no ground-work in any  
ill-treatment or tangible cause of complaint,  
instead of being fanned into dangerous  
prominence by ill-considered and disloyal  
sympathies, will be treated in a more honest  
and statesmanlike way, and be steadily and  
consistently repressed, as a dangerous and  
nauseous weed, fatal to all progress, and  
inimical to the best interests of the people  
themselves.

Sir Matthew Nathan was to start for South  
Africa on August 10th.

Vice-Admiral Sir Arthur Moore with the  
bulk of the China Squadron was to leave  
Vladivostok on August 25th.

H.E. Chang Ying-tang, Assistant Imperial  
Resident at Lhasa, has arrived at Simla, India,  
armed with full powers to conclude an Anglo-  
Tibetan Commercial Treaty.

The plague totals at date are 222 cases, and  
217 deaths. There was only one last week, and  
two yesterday. Two Europeans are down with  
enteric (one case imported).

I.E. the Governor has decided that the  
Russian wanted in Shanghai to answer a charge  
of forgery shall be given up. Yesterday  
Detective George Watt left for the north by the  
French mail, taking the prisoner in his charge.

At the Marine Magistrate's Court yesterday  
Commander Basil H. Taylor, R.N., Marine  
Magistrate, fined the masters of eight cargo  
boats \$10 each for lying alongside the S.S.  
"Alasia" in such a way as to block free  
access to the northern fairway.

The "Sinhua" states that it is reported  
from Peking that the Waiwaps in the negotia-  
tions with the British Minister, concerning the  
question of indemnifying British subjects for  
losses sustained during the riots in Shanghai  
at two years ago, is willing to waive its rights  
and pay the indemnity as a preliminary step.

We understand that the status of the Prince  
of Wales, which Mr. H. N. Moty has been  
generously undertaken to present to Hongkong,  
is now well in hand. The sculptor, Mr. Geo. E.  
Wade, has been promptly favoured with the  
necessary sittings by H. B. H. the Princess of  
Wales, and it is probable that the statue will be  
completed and sent out not very much later  
than that of Her Majesty the Queen, from the  
same studio.

An interesting sample of Chinese superstition  
is presented by the story of the fellow employee  
of the diver who recently lost his life in the  
harbour and their European employer. Before  
the fatality this gentleman had taken part in  
the capture and slaughter of a turtle, and it is  
reported that the rest of his employees have  
threatened to leave his service, unless he  
promises not to meddle any more with the  
water joss.

We understand that certain alterations in  
connection with the working of the Sanitary  
Department have now been made. In each of  
the ten health districts there is now only one  
inspector instead of two as heretofore. Three  
inspectors have been told off to oversee the  
scavenging work, while another two are in  
charge of limewashing operations. The posi-  
tions of market inspector have now been  
abolished.

Messrs. Thos. Cook and Son, the well known  
tourist agents, publish a useful list of sailings  
from Hongkong to India, Australia, Europe,  
Japan, Canada and America during the months  
on September, October and November. The  
list gives the names and tonnages of the steamers,  
the initials of their owners, the dates of de-  
parture from Hongkong and ports of call, and  
the dates on which they are due to arrive at  
their destinations. Tourists and others will  
find the compilation a very useful one.

Mr. J. D. Morrison's name was called for the  
jury which inquired into the cause of death of  
a diver at the Magistrate's Court yesterday afternoon.  
About half an hour later Mr. Morrison put in  
an appearance. When the inquiry was over Mr.  
Hasland asked the late comer why he was not  
in attendance at 2.15 p.m. Mr. Morrison  
explained that he was working on the harbour,  
and could not get away. His Worship ordered  
him to be in attendance at 2.15 p.m. on Wednes-  
day, when the inquiry into the Hongkong Hotel  
collapse opens.

The Daily Telegraph of the 1st August  
contains the following item:—A mile handicap  
for a trophy presented by Mr. Raphael  
E. Bellion took place in the Serpentine  
yesterday morning. The race was swum  
on the 220 yards straight course and resulted  
as follows: Percy Bennett, 400 sec. start; J.  
J. Bartlett, 850 sec. 2. A. L. Kaufman, 830 sec.  
3. R. Francis, 400 sec. 4. W. J. Stevenson,  
1,100 sec. 5. and A. D. Johnson, 47 sec. 6. There  
were thirty-four starters. Bennett won by 40  
yards. He and the second man filled the same  
positions in the 1,000 yards Bridge to Bridge  
Race last week.

A copy of the Indian Daily News, brought  
by yesterday's mail, contains a reference to  
the letter of the Astronomer-Royal on the typhoon  
which struck Hongkong on September 18th  
last, "referring to the remark that 'as regarded  
the actual delay in hoisting the danger signals,  
the Observatory was so frequently criticised  
previously for unnecessary warnings, that a  
short delay in order to make perfectly certain  
that they were correct was necessary and not  
to be wondered at'." Our Calcutta contemporary  
says:—"The moral of this latter finding seems  
to be that we should treat the official weather  
forecasters very gently, and not criticise him  
too frequently or too severely. Unkindness  
in such cases as in so many others, finds  
ultimately its own punishment!"

The Chinese Chamber of Commerce and the  
Chinese Mercantile Association of Shanghai  
have sent a joint note to their fellow-Chambers  
and associations throughout the country and  
abroad stating that the Parliamentary Associa-  
tion has asked them to draw up a code of com-  
mercial laws for incorporation into the future  
constitutional laws of the country, and that  
feeling the importance of the work before them,  
Shanghai merchants invite their fellow-  
merchants throughout China and wherever  
Chinese are abroad doing business (United  
States, Australia, Straits Settlements and  
islands of the South Pacific) to send representa-  
tives to Shanghai to confer on the subject. It  
is proposed to hold a Congress here on the 14th  
and 15th days of the 10th moon (November 10  
and 20) at the Yuen Gardens in the Bubbling  
Well Road, and it is hoped that this invitation  
will be universally accepted.

A Peking dispatch reports that the British  
Minister has protested against the establishment  
of the Prepared Opium Bureau by the Liang-  
Kiang Government in Kiangsu province, on the  
ground that a Government monopoly of this  
kind is contrary to the Anglo-Chinese treaties.

It is reported that Viceroy Yuan Shih-kai  
has asked the Central Government to be  
allowed to suspend temporarily the minting of  
ten-cash copper coins in his province of Chihli,  
owing to the large accumulations of that coin  
at present in the Provincial Treasury. Any  
excessive surplus of the coin will lead to the  
cheapening of this currency in the province.

H. E. Lu Ching-shang, Chinese Minister  
at the Hague, has presented a strongly worded  
protest at the action of the members of the  
Peace Conference in putting down China as a  
third-class Power. His Excellency declares  
that China has paid her quota towards the  
expenses of the Conference in the same ratio as  
one of the first-class Powers, he does not see  
the justice of placing his country in the list  
of the third-class Powers.

It is semi-officially announced that in accord-  
ance with the recent decision of the French  
Government, the Chief Resident in Annam on  
July 30 had King Tanhtai confined in his  
palace, and proceeded to form a Council of  
Regency, consisting of the Council of  
Ministers, under the presidency of the Minister  
of Justice. The Council of Regency will at  
once assume its functions under the control of  
the President. These steps were taken without  
any disturbance of order.

While members of the Stock Exchange were  
waiting for business in the Rhodesian market to  
begin, some of the younger ones (says the  
"Financial News") managed to get hold of a  
sheaf of long grass, which they stuck between  
the interstices of the floor-boards in a grave-like  
parallelism, and put up a notice, "Keep off  
the grass, evidently intending the spot to be  
taken for the burial-place of the department.  
The grimly humorous idea evoked much  
laughter, and led to the observation that if other  
markets did not soon have some life instilled  
into them they would all soon be tombstones.

A circular has been sent by the Manchu  
Chamber of Commerce to a considerable number  
of houses engaged in the Siam and Japan trade  
asking that any instances of infringement of  
British trade marks in Japan which had come  
under their notice during recent months might  
be brought under the observation of the Cham-  
ber—with actual examples. The Board decided  
that when a sufficient body of evidence had been  
collected the matter should be considered by the  
India, China, and Colonial Committee, with a  
view to the preparation of a statement for the  
Foreign Office.

## MACAO.

(FROM OUR CORRESPONDENT.)

August 31st.

THE TAXATION QUESTION.  
An instructive comment on the recent official  
declarations regarding the Taxation question at  
Macao is the fact that the Chief of the Fazenda  
is still persistently endeavouring to eradicate  
his own sweat will in the matter, and is thus  
keeping alive the agitation which other officials  
have been doing their utmost to allay. It is  
common knowledge that since the report on the  
Taxation Question by your special commissioner  
appeared in the Daily Press there have been  
one or two interesting meetings of the Junta  
Fiscal de Matricas. The Junta consists of the  
Escrivão da Fazenda and a subordinate official  
of the Department, the Attorney-General,  
Captain Maher, Messrs. F. Remedios, Choi-hong,  
and Sin-tang. Notwithstanding that the tax  
on incomes is leviable, according to the law,  
only on the incomes of the professional men,  
the Escrivão da Fazenda submitted to the Junta  
a list of people to be taxed which included  
the head Chinese "boy" at the Boa  
Vista Hotel, the wharfinger of the H.C. & M.  
Steamboat Co., and the man employed by the  
agent of the Company to deliver consignees'  
letters and papers at a wage of \$12 a month.  
The Junta declined to sanction the imposition  
of the tax on these persons and many others,  
including the doctor at the Leprosy Customs who,  
the Chief of the Fazenda considered, drew his  
pay from the Colony of Macao.

It has been repeatedly declared that no new  
taxes have been levied and that no intention to  
impose new taxation existed. Yet the  
Escrivão da Fazenda has this very week  
proposed a tax on makers of wax candles, the  
candles used largely in the Churches. There  
are only a few candle makers in the Colony.  
The Junta refused to approve the tax, and the  
matter has been referred by the Fazenda to the  
Conselho da Provincia. What confidence can  
the Chinese place in the Government, if within  
a month of declaring that no new taxes were to  
be levied, they go back on their word in this  
manner? The tax on the candlemakers cannot  
realise more than from \$50 to \$70 a year, and  
for the sake of getting this small sum the  
Fazenda is ready to stir the smouldering ashes  
of the recent agitation.

A THREATENED LOSS OF INCOME.  
The contracts under which the Sun-pia and  
Pacapai lottery monopolies are held have now  
run out and no syndicates have come forward  
prepared to carry them on. It is commonly  
reported that an offer has been made for the  
Santa Casa da Misericórdia Lottery, but I  
understand that the nature of it is really a  
proposition for the modification of the terms.  
If these lotteries are stopped, because syndicates  
can no longer be found willing to take the  
risk of running them, a serious reduction in  
government revenue will be the result. And  
what will happen then?

THE WEATHER.  
The summer this year has been an unusually  
trying one, the thermometer registering at  
times 93 degrees in the shade. There is  
consolation in the fact that we have not long to  
wait for more tolerable weather.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## ANGLO-RUSSIAN AGREEMENT.

LONDON, September 2nd.  
The Anglo-Russian agreement has  
been signed.

PERSIAN PREMIER ASSAS-  
SINATED.

LONDON, September 2nd.  
The Persian Grand Vizier, H.E.  
Mushir-ed-Dowleh, has been assas-  
sinated.

## OBITUARY.

LONDON, September 2nd.  
Colonel Fitzgeorge is dead, aged  
60 years.

[Colonel Sir Augustus Charles Frederick  
Fitzgeorge K.C.V.O., C.B., was the third son  
of H. R. H. the late Duke of Cambridge and  
Mrs. Fitzgeorge. He joined the First Rifle  
Brigade in Canada in 1865; was A.D.C. to  
Lord Napier of Magdala in India,  
1870-75; A.D.C. to H.R.H. the Prince of Wales  
on his Indian tour, 1875-6; and was private  
secretary and equerry to H.R.H. the Duke of  
Cambridge, 1896-97.]

[N.C. Daily News Service.]

## CHOLERA IN THE NORTH.

FRANKFURT, August 26th.  
The cholera epidemic has resulted in 127  
deaths. At Tongshan there have been fifty-  
five, in the Italian Concession the number is  
unknown, in the Japanese Concession there  
have been two.  
In the British city 143 cases were reported  
yesterday.

## A DIVER'S DEATH.

At the Magistrate's Court yesterday afternoon before  
Mr. F. A. Hasland and a jury composed of  
Messrs. H. S. Wynne, J. T. d'Almeida e Castro  
and W. R. Clarke, an inquiry was held into the  
circumstances attending the death of Lam  
Shuk-hok, who was killed at Hunggham Bay on  
the 28th instant, while down in a diver's dress.  
Dr. Hemley, medical officer in charge of the  
mortuary, found, after examination, that the  
cause of the diver's death was asphyxia. There  
were no marks of injury on the body.

Lam Shuk, a diver, said the deceased was  
removing coal from a sunken junk. Witness  
was holding the air pipe. Deceased went  
down in a dingy dress at 1 p.m. and was  
still below at 1.30 when the air pipe parted.  
Wong Yee-fat was holding the life line and  
witness told him to pull up. They found the  
line was cut, and were consequently unable to  
rescue the diver. Witness, accompanied by  
others, then pulled to Yaumtzi in a small boat  
to get another diving dress, and when this was  
brought Lam Hing, another diver, went down  
and recovered deceased's body.

Lam Hing testified to going down after the  
accident and finding deceased in the hold of the  
junk. He had made himself fast to the side of  
the vessel. Both the life line and the air pipe  
were cut. Witness released the body and  
brought it to the surface.

E. F. Gibson, submarine engineer, said the  
coal junk was sunk on the cable area off  
Kowloon Point in thirteen fathoms of water.  
Deceased and his brother contracted to remove  
it. Witness was authorised by the Government  
to remove all obstructions from the cable area.  
Deceased had been working for him for about  
seven years, but during the last twelve months  
had done very little diving, as he had taken to  
the opium habit. Deceased took the place of  
the proper diver on the day of the accident, he  
later being unwell. When the occurrence was  
reported to him witness went at once to the  
wreck. He saw the body brought up, took off  
the dress and reported the matter to the police.  
He thought the accident was caused through  
the jamming of the air pipe between the side of  
the junk and a wire that was used to keep one  
junk over the other. When the diver found  
that his air was cut off he probably got flustered  
and cut the wrong rope.

The jury returned a verdict of death by  
misadventure.

A Paris correspondent states that Tin Si-hu,  
a Chinese in the service of Mme. Varadesse,  
the opera singer, wanted to commit suicide, and  
he tried to do it three times in the course of  
a fortnight. He first swallowed arsenic, but an  
anesthetist prevented him from dying. Then  
he took a large dose of opium, but again he was  
thwarted. He made a third attempt on July 24,  
by throwing himself from the second floor  
window of Mme. Varadesse's flat. Once more  
his luck was out, for he fell on the cushions of  
a passing motor car, and escaped with only a  
slight injury. He was taken to the police station,  
where he explained why life had become such a  
burden to him. "Mme. Varadesse hovers too  
much," he said. "She hovers all day long, and  
I want to die to get out of it." Mme. Vara-  
desse expressed sympathy with Tin Si-hu, and  
promised to send him back to China.

## POLICE COURT.

Monday, September 2nd.

BEFORE MR. F. A. HASLAND (FIRST  
POLICE MAGISTRATE).

## SERIOUS ASSAULT CASE.

Four natives were charged with assault,  
causing grievous bodily harm. The circum-  
stances, as related by the Police, showed that  
a native named On Sang went to the Wanchai  
Market on Sunday to buy some pork. He  
chose a piece, which was weighed on the stall-  
holder's scales and handed to him. But On  
believed in no scales but his own, which he  
carried with him on this occasion. After  
weighing the pork he said it was two ounces  
short. The stallholder denied this, saying that  
his scales had been tested only a few days ago.  
After considerable argument regarding the  
two ounces of meat a quarrel arose. On threw  
the pork at the stallholder and ran away. The  
latter gave chase, and when he overtook the  
complainant it is alleged that On drew a  
knife and began to hack his own chest with it.  
He was arrested, charged with disorderly  
conduct, and released on bail. Then he  
told the police a number of men had assaulted  
him and injured his spleen. He was removed to  
hospital, where it was found that the spleen was  
ruptured, and an operation was performed. On  
information supplied by the injured man, the  
four defendants were arrested and charged, and  
the case was remanded.

## THE HARBOUR STABBING AFFRAY.

Thomas Dean and Charles Reilly again  
appeared before the Court on the charge of  
maliciously wounding Mr. G. G. Thorne on the  
s.s. Indravelli on August 30th. The charges  
against the other three defendants were with-  
drawn. Mr. C. F. Dixon, of Messrs. Hastings  
and Hastings, prosecuted.

S. Florid said he was a fireman on the  
Indravelli. There was a quarrel on board early  
on Friday morning. He went up on deck and  
saw the second defendant with a razor. The  
second defendant did not speak to him, but  
the first asked witness if he wanted to fight.  
He said he did not, and the first defendant,  
drawing a knife, caught witness by the throat  
and threatened to stab him. The first defendant  
wanted him to join them, saying they were  
going to kill the officers and take the  
Captain's money. Both men were drunk at the  
time, which would be about 2 a.m.

Thomas Knockton, a sailor, said he returned  
to the Indravelli early on Friday last with the  
two defendants and some other men. The second  
defendant first left the sloop and boarded the  
ship, the first following. When witness got on  
board, he saw the two defendants struggling  
with two officers.

The case was adjourned until Tuesday, when  
the injured officer is expected to be discharged  
from hospital.

## THE MURDER IN FRENCH STREET.

The four natives arrested in connection with  
the murder of a Chinese carpenter in French  
Street, West Point, were indicted on the capital  
charge, and the case was remanded for a week.

BEFORE MR. C. D. MELLOUENE (SECOND  
POLICE MAGISTRATE).

## SAILORS IN TROUBLE.

T. Robertson, seaman on the s.s. Wyneric,  
was placed before his Worship on charges of  
disorderly conduct; assaulting an Indian wa-  
tchman; assaulting the police; and damaging a  
gate to the extent of \$8. G. Mitchell and S.  
Sorenson were also charged, the former with  
damaging a gate and the latter with disorderly  
conduct and assault. When the story for the  
prosecution had been told, Robertson informed  
his Worship that he came ashore on Saturday  
night, had a few drinks and at about eleven  
o'clock tried to get a sampan to carry him off  
to his ship. At that time he was unable to get one,  
so tried again half an hour later. Being  
again unsuccessful, he took a ricksha and went  
to the Sailors' Home. On the way he met the  
other defendants, and they accompanied him.  
They arrived at the Home shortly after twelve  
o'clock. The gate was closed and an Indian  
watchman was sitting inside, about three yards  
away. The Indian, when asked, refused to open  
the gate, so Robertson asked that the Superin-  
tendent be called. The Indian refused, the  
seaman shook the gate, and the watchman blew  
his whistle. Chinese constable 150 answered  
the call, and on arriving at the gate took hold  
of Robertson's arm. The sailor shook him off  
and told him he would go quietly to the  
station if there was any trouble. The constable  
blew his whistle and Chinese constable 36  
appeared on the scene. Both  
Jukongs seized Robertson, but he again freed  
himself and explained that he would walk  
quietly to the station. The Chinese drew  
their batons and struck him about the arms,  
and finally he went to the police station at  
West Point, his two friends following as  
witnesses. It was impossible for the defendant  
to have struck the watchman, as he was seated  
on a ricksha chair three yards on the  
other side of the iron gate.

His Worship—I don't believe you did  
strike him. I thought he was lying when he  
gave his evidence.

Proceeding, Robertson said the Chinese con-  
stables were also telling untruths when they said  
he struck them. He shook them off when they  
seized him, because a white man does not  
like being caught hold of by Chinamen.  
Mitchell and Sorenson told similar stories,  
and the former told his Worship that he was  
charged with damaging a gate which he never  
touched.

Sergeant Gordon, who was in charge of the  
case, told his Worship that it was quite possible  
the defendant could not get a sampan, as the  
typhoon signal was hoisted. He believed the  
defendant lost two day's pay for every day he  
was absent from his vessel.

His Worship ordered Robertson to pay \$3 to  
repair the damage to the gate of the Sailors'  
Home. The other two defendants were dis-  
charged.











## BANKS

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000  
RESERVE FUNDS: Sterling \$1,000,000 at 2/- = \$10,000,000  
SILVER 11,750,000

RESERVE LIABILITY OF PROPRIETORS 10,920,000  
\$21,750,000

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CHIEF MANAGER  
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SHANGHAI—H. R. H. HUNTER

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

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On Current Account at the rate of Two per cent. per annum on the daily balances.

On Fixed Deposits:  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 1/4 per cent. per annum.  
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J. R. M. SMITH, Chief Manager.  
Hongkong, 17th August, 1907.

HONGKONG SAVINGS BANK.

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INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907.

NEDERLANDSCH-INDISCHE HANDELSBANK

(NEDERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)  
Subscribed Capital Fl. 10,000,000 (£800,000)  
Reserve Fund Fl. 2,112,570.36 (£176,048)

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No. 16, Des Vaux Road Central

THE BANK OF CHINA—LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED Ten 5,000,000  
CAPITAL PAID-UP 3,750,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENTS: Amoy, Anping, Foochow, Keelung, Swatow, Kobe, Nagasaki, Osaka, Shanghai, Yokohama.

HONGKONG OFFICE: 3, Des Vaux Road.

Interest allowed on Current Accounts Deposits received on terms which may be on application.

D. TOLDOW, Manager.  
Hongkong, 5th April, 1907.

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China, the Philippine Islands, and the Republic of Panama.

CAPITAL PAID UP... about \$3,250,000  
RESERVE FUND... about \$3,250,000

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 1/2 per cent. on daily balances and accepts.

Fixed Deposits at the following rates: For 12 months 4 1/2 per cent. per annum.

For 6 do. 3 1/2 do. For 3 do. 3 1/4 do.

No. 9, Queen's Road, Central, Hongkong.

W. M. ANDERSON, Manager.

Hongkong, 24th July, 1907.

## BANKS

## NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(NEDERLANDS TRADING SOCIETY).  
ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000)  
RESERVE FUND Fl. 5,000,000 (£417,000)

HEAD OFFICE: AMSTERDAM.

BRANCHES: Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Passeroan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja, (Acheen) Bandjermasin.

CORRESPONDENTS at: Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Ha Noi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, Ks. Co.

LONDON BANKERS: THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues Letters of Credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED  
On Current Accounts 2 1/2 per cent. per annum on daily balances.

On Fixed Deposits 12 months 4 1/2 per cent. do. 6 do. 3 1/2 do. do. 3 do. 3 1/4 do.

J. L. VAN HOUTEN, Agent.  
Hongkong, 8th June, 1907.

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP, Sh. Tael 7,500,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers: KÖNIGLICHE SERRHANDEL (PREUSSISCHE) GELDSCHAF, DEUTSCHE BANK, S. BLEICHRODER, BERLINER HANDELS-GESELLSCHAFT, BANK LÜBEK HANDEL UND INDUSTRIE, ROBERT WARSCHAUER & CO., MENDELSSOHN & CO., J. VON ROTHSCHILD, & JACOB S. R. SMER.

NORDDEUTSCHE BANK IN HAMBURG, Hamburg, SAL. OPPENHEIM, JR. & CO., Koenig.

BAVARISCHE HYPOTHEKEN UND WERCHSELBANK, MÜNCHEN.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

F. JUNG, Manager.  
Hongkong, 7th January, 1907.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

(INCORPORATED BY ROYAL CHARTER, 1853)

HEAD OFFICE: LONDON.

PAID-UP CAPITAL £800,000

RESERVE FUND £1,075,000

RESERVE LIABILITY OF PROPRIETORS £9,000,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the daily balances.

On Fixed Deposits for 12 months 4 1/2 per cent. do. 6 do. 3 1/2 do. do. 3 do. 3 1/4 do.

J. BOEIJF, Manager.  
No. 16, Des Vaux Road Central

THE BANK OF CHINA—LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED Ten 5,000,000  
CAPITAL PAID-UP 3,750,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENTS: Amoy, Anping, Foochow, Keelung, Swatow, Kobe, Nagasaki, Osaka, Shanghai, Yokohama.

HONGKONG OFFICE: 3, Des Vaux Road.

Interest allowed on Current Accounts Deposits received on terms which may be on application.

D. TOLDOW, Manager.  
Hongkong, 5th April, 1907.

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RESERVE FUND... about \$3,250,000

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For 6 do. 3 1/2 do. For 3 do. 3 1/4 do.

No. 9, Queen's Road, Central, Hongkong.

W. M. ANDERSON, Manager.

Hongkong, 24th July, 1907.

## LAW REPORT, JULY 29.

HOUSE OF LORDS.  
(Before the Lord Chancellor, Lord Macnaghten, Lord James of Hereford, Lord Robertson, and Lord Atkinson.)

PALACE SHIPPING COMPANY V. CAISE AND OTHERS.

Seamen's Wages: Refusal to Sail With Contraband of War.

This was an appeal from an order of the Court of Appeal (the Master of the Rolls, Lord Collins, and Lord Justice Collins).

Hardy and Farwell, dated December 21, 1906, which varied the decision of Mr. Justice Lawrence. The case is reported in 133, 670 L.R. 20, 1907, 1 K.B. 670.

The facts are stated in the Lord Chancellor's judgment. The arguments were heard on May 30 and June 3 and 5 last.

Mr. J. A. Hamilton, K.C., and Mr. Dawson Miller were for the appellants; Mr. S. T. Evans, K.C., Mr. Alexander Neilson, and Mr. M. Morgan for the respondents.

The Lord Chancellor.—My Lords, this is an action brought by nine seamen against the defendant company, as owners of the steamship Franklin, for malicious prosecution, wages and maintenance, and damages. The case is reported in 133, 670 L.R. 20, 1907, 1 K.B. 670.

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## SHIPPING.

## ARRIVALS.

ASAOY, German str., 683, H. Plambeck, 2nd Sept.—Quin Eon and Tourano 30th Aug.  
General—Sander, Weller & Co.  
AUSTRALIEN, French str., 3,913, M. Verron, 2nd Sept.—Singapore 26th August.  
Mails & General—Messageries Maritimes.  
JENYUNUS, British str., 2,505, R. Kroble, 2nd Sept.—London 21st July & Singapore 27th Aug.  
General—Gibb, Livingston & Co.  
MANILA, British str., 2,711, F. E. Andrews, 2nd Sept.—Antwerp 13th July.  
General—P. & O. S. N. Co.  
PALEMBANG, Dutch str., 1,110, N. J. Dalmeyer, 2nd Sept.—Polo Sambo 26th August. Oil in Bulk—Order.  
POLYTESIS, French str., 3,543, M. Broc, 1st Sept.—Shanghai 30th August, Mails and General—Messageries Maritimes.  
FROSTES, Norwegian str., 1,024, Kolderup, 2nd Sept.—Bangkok 24th August, Rice—Asperud, Thorsen & Co.  
RUBI, British str., 1,811, R. W. Almond, 2nd Sept.—Manila 31st August, General—Shewan, Tomes & Co.  
SANSAN, German str., 988, F. Schmitz, 1st Sept.—Bangkok 23rd August, Rice and Wood—Butterfield & Swire.  
SULLERKE, German str., 782, C. Lappi, 1st Sept.—Swatow 21st August, Ballast—Siemssen & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
2nd September.  
Choyang, British str., for Canton.  
Eclipse, British 4-masted bark, for Canton.  
Haitan, British str., for Swatow.  
Kwang, British str., for Hongkong.  
Pantag, Dutch str., for Canton.  
Polynesian, French str., for Europe, & Sullerke, German str., for Haiphong.  
Toshin, Chinese str., for Canton.

## DEPARTURES.

1st September.  
ORLAND, Norwegian str., for Canton.  
2nd September.  
AUSTRALIEN, French str., for Shanghai.

## SHIPPING REPORTS.

The British str. Rubi reports: Light S. W. and S. E. wind and showery weather.

## VESSELS IN DOCK.

September 2nd.  
ABERDEEN DOCKS.—  
KOWLOON DOCKS.—Vigilante, Hercules, H.M.S. Flora, Chan Hing, Teinlau, Dragon.  
COSMOPOLITAN DOCKS.—

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.

## THE Company's Steamship

"HAITAN"  
Captain J. S. Rosh, will be despatched for the above Ports TO-DAY, the 3rd Sept., at 2 p.m.  
For Freight or Passage apply to  
DOUGLAS LARRA & Co.,  
General Managers.  
Hongkong, 30th August, 1907. 1430

## CHINA COMMERCIAL S.S. CO., LTD.

## NOTICE.

FOR SALINA CRUZ, MEXICO.

## THE Steamship

"DAPHNE"  
Capt. E. Schipper, will be despatched for the above Ports via Kuchinotzu, JAPAN, on THURSDAY, the 5th September, at 5 p.m.  
For Freight or Passage, apply to  
CHINA COMMERCIAL S.S. CO., LTD.,  
Hotel Mansions,  
Hongkong, 27th August, 1907. 1413

## NAVIGAZIONE GENERALE

ITALIA  
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGURIA and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH-AMERICAN PORTS up to CALLAO.  
(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BAHCELORA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"ISCHIA"  
Captain Dini, will be despatched as above on WEDNESDAY, the 11th Sept., at NOON.  
At Bombay the Steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 30th August, 1907. 4

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN PORTS (Kobe, Yokohama).  
With option to Call at Mexican and other Coast Ports.

Steamers Tons About  
"KASATO MARU" 6,100 Mid of Oct.  
"KATHARINE PARK" 5,000 End of Nov.  
Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.  
K. MATSUDA, Manager,  
York Building,  
Hongkong, 3rd September, 1907. 10

## ON SALE.

A TABLE OF THE  
RATES OF EXCHANGE AT  
HONGKONG  
For Demand Drafts on London on the day of or preceding the departure of the English Mail, also Table of the Yearly  
Approximate Averages for 33 Years  
From 1874 to 1906.

Price: \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE & COPENHAGEN	MARSEILLES, HAVRE & COPENHAGEN	Brit. str.	—	G. H. C. Weston, R.N.E.	P. & O. S. N. Co.	On 7th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	HAVRE & HAMBURG VIA STRAITS, &c.	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	About 11th inst.
NAPLES, LISBON, PLYMOUTH, HAVRE & HAMBURG	NAPLES, LISBON, PLYMOUTH, HAVRE & HAMBURG	Brit. str.	—	Wunnenberg	MELCHERS & CO.	To-day, at 1 p.m.
TRIESTE, &c., VIA SINGAPORE, &c.	TRIESTE, &c., VIA SINGAPORE, &c.	Brit. str.	—	Hildebrandt	HAMBURG-AMERIKA LINE	Middle of September.
NEW YORK	NEW YORK	Brit. str.	—	Filler	HAMBURG-AMERIKA LINE	On 22nd inst.
BOSTON & NEW YORK	BOSTON & NEW YORK	Brit. str.	—	r. Hoff	HAMBURG-AMERIKA LINE	On 19th October.
VANCOUVER VIA SHANGHAI JAPAN &c.	VANCOUVER VIA SHANGHAI JAPAN &c.	Brit. str.	—	E. Malchow	MELCHERS & CO.	On 5th inst.
SALINA CRUZ, MEXICO VIA JAPAN	SALINA CRUZ, MEXICO VIA JAPAN	Brit. str.	—	Jager	HAMBURG-AMERIKA LINE	On 2nd October.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	Brit. str.	—	B. Bednarz	HAMBURG-AMERIKA LINE	On 30th October.
AUSTRALIAN PORTS VIA MANILA	AUSTRALIAN PORTS VIA MANILA	Brit. str.	—	—	SANDER, WIDDER & CO.	About 20th inst.
VLADIVOSTOCK	VLADIVOSTOCK	Brit. str.	—	—	MELCHERS & CO.	Middle of October.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 7th inst.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 14th inst.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 11th inst., at Noon.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 26th inst., at 4 p.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	DODWELL & CO., LTD.	On 12th inst.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	CHINA COMMERCIAL S.S. CO.	On 5th inst., at 5 p.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	TOYO KISEN KAISHA	Middle of October.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 7th inst., at 4 p.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst., at Noon.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 10th inst.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst., at 4 p.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	Middle of September.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 18th October.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 7th inst., at 4 p.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 5th inst.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 10th inst.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 14th inst.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 10 a.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 2 p.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th inst., at 4 p.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst., at 10 a.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th inst., at 10 a.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst., at 4 p.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 7th inst.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst., at 4 p.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 9 a.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 3 p.m.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst., at Noon.
YOKOHAMA AND KOBE	YOKOHAMA AND KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 4th inst.

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE and COPENHAGEN	"TRANQUEBAR"	Middle of Sept.
YOKOHAMA and KOBE	"INDIEN"	Middle of Sept.

For Further Particulars, apply to  
HONGKONG, 30th August, 1907. MELOCHERS & CO., AGENTS.

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 3rd Sept., 3 p.m.
SHANGHAI VIA SWATOW	"HANGSANG"	Tuesday, 3rd Sept., 4 p.m.
MANILA	"YUENSANG"	Friday, 6th Sept., 4 p.m.

REDUCED FARES TO STRAITS AND CALCUTTA.  
Hongkong to Singapore 1st Class, Single 85. Return 160.  
Penang " " 85. " 160.  
Calcutta " " 165. " 250.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,  
HONGKONG, 3rd September, 1907. GENERAL MANAGERS. 18

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 7th September.
RUBI	2540	R. W. Almond	Manila	On 14th September.

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
HONGKONG, 26th August, 1907. 15

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to  
SHEWAN TOMES & CO.,  
GENERAL AGENTS.  
HONGKONG, 3rd September, 1907. 16

## HAMBURG-AMERIKA LINE

PASSENGER SERVICE.

By the new steamers, "RHEANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply and fitted with fans. Laundry on Board. Doctor and Stewardesses carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILEZIA" carry first-class passengers Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

## OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

STEAMERS	DATE OF SAILING.
HOHENSTAUFEN	1st October
SILEZIA	2nd November

## HOMeward.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE & HAMBURG.

STEAMERS	DATE OF SAILING.
HABSBURG	4th September
RHEANIA	2nd October
HOHENSTAUFEN	30th October

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

STEAMERS	DATE OF SAILING.
SUEVIA	FOR SHANGHAI, KOBE & YOKOHAMA 14th Sept.
BRIGAVIA	FOR SHANGHAI, KOBE & YOKOHAMA 26th Sept.
HOHENSTAUFEN	FOR SHANGHAI, KOBE & YOKOHAMA 1st Oct.
SENEGAMBIA	FOR SHANGHAI, KOBE & YOKOHAMA 15th Oct.

NEXT SAILINGS HOMeward:

STEAMERS	DATE OF SAILING.
HABSBURG	NAPLES, LISBON, PLYMOUTH, HAVRE & HAMBURG 5th Sept.
SLAVONIA	HAVRE & HAMBURG 22nd Sept.
RHEANIA	NAPLES, PLYMOUTH, HAVRE & HAMBURG 2nd Oct.
BELGRAVIA	HAVRE & HAMBURG 19th Oct.
HOHENSTAUFEN	NAPLES, PLYMOUTH, HAVRE & HAMBURG 30th Oct.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamers. Saloon and cabins amply. Lighted throughout by electricity. Duly qualified Doctor and stewardesses carried. Laundry on board.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

STEAMERS	TONS	CAPTAIN	SAILING DATE.
TREMONT	9,606	T. W. Garlick	On 12th September.
SUVERIC	6,235	W. Shotton	On 1st October.
KUMERIC	6,232	D. Baird	On 15th October.
SHAWMUT	9,606	E. V. Roberts	On 5th November.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,  
GENERAL AGENTS,  
QUEEN'S BUILDINGS,  
HONGKONG, 3rd September, 1907. 7

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"POLYNESIEN"

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 3rd September, at 1 p.m.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

STEAMERS	DATE OF SAILING.
S.S. "TOURANE"	17th Sept.
S.S. "AUSTRALITEN"	1st Oct.
S.S. "NEBRA"	15th Oct.
S.S. "YARRA"	29th Oct.
S.S. "BERNARD SIMONS"	12th Nov.
S.S. "TOKIN"	26th Nov.

G. DE CHAMPEAUX,  
Agent.

HONGKONG, 21st August, 1907. 2

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MARMORA"

Capt. G. H. C. Weston, R.N.E., carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 7th September at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "INDIA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "MARMORA," due in London on 18th October, 1907.



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	MANILA Capt. F. E. Andrews, R.N.R.	About 4th Sept.	Freight and Passage
SHANGHAI	DELTA Capt. C. L. Daniel	About 5th Sept.	Freight and Passage
LONDON VIA USUAL PORTS OF CALL	MARMORA Capt. G. H. C. Weston, R.N.R.	Noon, 7th Sept.	See Special Advertisement
LONDON and ANTWERP via SINGAPORE	CEYLON Capt. G. W. Babot	About 11th Sept.	Freight and Passage

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 3rd September, 1907.

# CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 3rd Sept., 4 P.M.
SWATOW and SHANGHAI	"LINAN"	On 3rd Sept., 4 P.M.
CEBU and ILOILO	"KAIPOH"	On 3rd Sept., 4 P.M.
HOIHOW, KAKOI, and HAIPOH	"CHIHLE"	On 4th Sept., 4 P.M.
SWATOW and SHANGHAI	"YOGHOU"	On 4th Sept., 4 P.M.
WEILAIWEI, CHEFOO, and TIENTSIN	"HUICHOW"	On 7th Sept., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CATRANS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 7th Sept., 4 P.M.
MANILA	"TAMING"	On 10th Sept., 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 10th Sept., 4 P.M.
CHEFOO and NEWCHANG	"KWEIYANG"	On 19th Sept., 4 P.M.

For Freight or Passage, apply to

Hongkong, 3rd September, 1907.

# NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. F. SWENBELL	Tuesday, 3rd September, at 9 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN" Capt. B. WELHLM	About Tuesday, 10th Sept.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	Wed., 11th Sept., at Noon
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY, and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 12th Sept., at Noon
YOKOHAMA and KOBE	"PRINZ WELDEMAR" Capt. W. v. SANDEN	About Thursday, 18th October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 3rd September, 1907.

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG -  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAKAO VIA SWATOW AND ANPING	"FUKUSHU MARU" Capt. T. ITO	WED., 4th Sept., at 10 A.M.
* TAMSUI VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. S. SMITH	SUNDAY, 8th Sept., at 10 A.M.

FOR	THE CO.'S S.S.	LEAVING
* FOOCHOW VIA SWATOW AND AMOY	"FRITHJOF" Capt. O. ANDERSON	THURSDAY, 5th Sept., at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidsides. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific in the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).	ARRIVE VANCOUVER
R.M.S.	Tons	LEAVE HONGKONG
"TARTAR"	4,425	WEDNESDAY, 11th Sept. ... 5th Oct.
"EMPERESS OF CHINA"	6,000	THURSDAY, 26th Sept. ... 14th Oct.
"EMPERESS OF INDIA"	6,000	THURSDAY, 24th Oct. ... 11th Nov.
"EMPERESS OF JAPAN"	6,163	WEDNESDAY, 6th Nov. ... 30th Nov.
"EMPERESS OF AUSTRALIA"	6,000	THURSDAY, 21st Nov. ... 9th Dec.
"TARTAR"	4,425	WEDNESDAY, 4th Dec. ... 23rd Dec.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence River Lines or New York £71.10.

Intermediate on Steamers ... 240 ... 242.

and 1st Class Railways ...

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "EMPERESS" and "TARTAR" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

# SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITT, London, E.C.

Coaling Agents—HALL BLYTH & Co., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

FRESH WATER and Ice, SHIP'S STORES and Provisions at Moderate Prices.

Floating Dock available for Steamers up to 3,000 tons displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

Hongkong, 1st December, 1906.

YORK BUILDINGS 1200

PASSENGER SEASON 1908.

# IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

	Tons Reg.	
"BUELOW"	8,000	ON MARCH 11th.
"PRINZ LUDWIG"	9,630	ON MARCH 25th.
"PRINZESS ALICE"	10,911	ON APRIL 8th.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO  
LAND PASSENGERS.

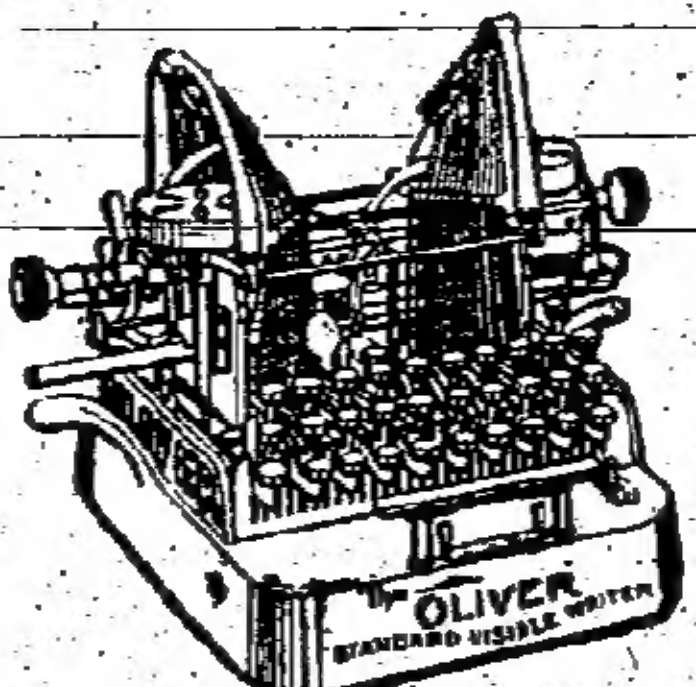
Early booking recommended.

For Particulars, apply to—

MELOCHERS &amp; CO.,

General Agents.

Hongkong, 19th August, 1907.



# THE OLIVER TYPEWRITER.

VISIBILITY.  
SIMPLICITY.  
DURABILITY.

UNRIVALLED FOR DUPLICATING, WRITING IN SIGHT,  
UNIVERSAL KEYBOARD.

TYPEWRITER RIBBONS and supplies for ALL  
Machines kept in Stock.

# OLIVER TYPEWRITER CO., LTD.

1, PRINCE'S BUILDINGS.

Hongkong, 24th July, 1906.

1055

# NOTICES TO CONSIGNEES NOTICE TO CONSIGNEES.

THE H.A.L. Steamship  
"RHEINLAND"  
Capt. von Hoff, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Sept. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th Sept. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,  
Hongkong Office.

Hongkong, 29th August, 1907.

THE NORTH CHINA LINE.

NOTICE TO CONSIGNEES.

STEAMSHIP "WYNERIC,"

FROM SEATTLE AND MANILA

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case where

DODWELL & Co., Ltd.

Agents.

Hongkong, 30th August, 1907.

7

DAVID CORSE & SON'S

MERCHANT NAVY

NAVY ROILED

LONG-FLAX

RELIANCE CROWN

TARTANING

ARNOLD, KARBURG & CO.

Sole Agents

235

# MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."  
A.I. A.B.C. and Engineering Code Used  
NEW DOCK NOW OPEN.

DOCK No. 3.  
Extreme Length... 722 feet.  
Length on Blocks... 714 "  
Width of Entrance on Top... 93 "  
Width of Entrance on Bottom... 83 "  
Water on Blocks at Spring Tide 34 "

DOCK No. 1.  
Extreme Length... 523 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 88 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide 64 "

DOCK No. 2.  
Extreme Length... 371 feet.  
Length on Blocks... 361 "  
Width of Entrance on Top... 53 "  
Width of Entrance on Bottom... 22 "  
Water on Blocks at Spring Tide 22 "

PATENT SLIP.  
Suitable for vessels up to 1,000.

THE WORKS are well equipped with  
LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING  
REPAIRING SHIPS, ENGINES, and  
BOILER, and also ELECTRICAL  
WORK.

A LARGE STOCK of MATERIAL is  
always kept on hand.  
THE COMPANY has the powerful steamer  
"OURA-MARU" (712 tons, 700 I.H.P.)  
specially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
Short Notice.

MEN-OF-WAR ON THE CHINA AND  
JAPAN STATION.

AUSTRIAN.

Kaiser Franz Josef I. Austrian cruiser, 4,300,

Capt. Ferdinand Bublly, Northern Waters

FRENCH.

Allouette, river gunboat, Lieut. Millet, Cochin-

China

Argus, gunboat, 123 tons, guns, 500 h.p.,

Lieut. J. J. Canton

Carondelet, gunboat, Lieut. Kerbel, Saigon

Dedoua, gunboat, 645 tons, 10 guns, 1,000 h.p.,

Lieut. Comdr. L'Eost, Haiphong

D'Entrecasteaux, French cruiser, 8,000, Capt.

Trucan, Shanghai

Esturgeon, submarine, Saigon

Henri Riviere, gunboat, Lieut. Portier,

Haiphong

Jacquin, river gunboat, Lieut. Le Corolle

Annam-Tonkin, reserve

Javeline, gunboat, 330 tons, 7 guns, 300 h.p.,

Lieut. Sagoy, Danang, Saigon

Keraint, gunboat, 1250 tons, 8 guns, 2200 h.p.,

Comdr. Simon, Saigon

Lynx, submarine, Lieut. Armbruster, Saigon

Montcalm, cruiser (Flagship of Vice-Admiral

Richard, Commander in Chief), 9700 tons

12 guns, 19,000 h.p., Capt. Martel

Mouquet, destroyer, Lieut. Duchemin, Baie

d'Along

Oly, gunboat, Lieut. Grollier, Yangtze

Paolo, gunboat, Lieut. Marchand, Tongka

Paolo, submarine, Saigon

Pistole, destroyer, Lieut. de Reinach Werth,

Baie d'Along

Protex, submarine, Lieut. Glorieux, Saigon

Rapier, destroyer, 33 tons, Lieut. Vincent de

Brichignac, Saigon

Redoubtable, battleship, (in reserve) 9347 tons,

8 guns, 671 h.p., Exr Admiral de

Marolles, Saigon

Sabra, destroyer, 339 tons, Lieut. Malliez

Styx, armoured gunboat, 1793 tons, 10 guns,

1700 h.p., Dng, Saigon

Surprise, gunboat, 629 tons, 2 guns, 900 h.p.,

Lieut. Roques, Haiphong

Takiang, gunboat, Yangtze

Takou, destroyer, Com. Torquena, Saigon

Vanban, torpedo-boat (reserve), 6150 tons, 23

guns, 4560 h.p., Hongay

Vigilant, gunboat, 123 tons, 7 guns, 500 h.p.,

Lieut. Bragdon, Canton

GERMAN.

Furst Bismarck, (flagship), 11011 tons, 36 guns,

14000 h.p., Kommandant Admiral Reussing,

Taishan

Dila, gunboat, 1000 tons, 10 guns, 1300 h.p.,

Captain Kisel

Jaguar, gunboat, 901 tons, 10 guns, 1300 h.p.,

Commander Klobb, Yangtze

Leipzig, cruiser, Kommandant von Rothkerch

Paulhan

Lucho, gunboat 850 tons, 10 guns, 1344 h.p.

Commander Harlog

Niobe, cruiser, 2650 tons, 24 guns, 8000 h.p.,

Theodor, Captain Glatzel

Tiger, gunboat, 900 tons, 10 guns, 1330 h.p.,

Commander V. Abeken

Taishan, gunboat, 170 tons, 5 guns, 1300 h.p.,

Lieut. Breimer

Vaterland, gunboat, tons, 3 guns, 500 h.p.,

Lieut. de Sposetti

ITALIAN.

Vesuvio, cruiser, 2145 tons, Baron de Saint

Piero, Shanghai

PORTUGUESE.

Rio Lima, cruiser, 720 tons, 7 guns, Macao

UNITED STATES.

Ararat, gunboat, Ensign E. B. Biggs com-

manding, Cavite

Bainbridge, torpedo-boat destroyer, 420 tons,

Lt. C. H. Woodward commanding

Barry, torpedo-boat destroyer, 420 tons, Lt. A.

E. Watson commanding, Manila

Callao, gunboat, 671 tons, Ensign Gay Wait-

lock commanding, Manila

Chattanooga, cruiser, 3100 tons, Commander

lex. Sharp, Yangtze

Cincinnati, cruiser, 3213 tons, Commander

J. M. Robinson, Amoy

Colorado, armoured cruiser, 13,500 tons, Captain

Sidney A. Stanton

Concord, gunboat, Commander Bonah

Manila

Eleono, gunboat, 560 tons, Lt. Commander

Hugh Rodman, Cavite

Galveston, cruiser, 3100 tons, Commander

W. G. Cutler, Chafco

Helena, gunboat, 1307 tons, Commander J. C.

Gilmore, Manila

Maryland, armoured cruiser, 13,500 tons, Capt.

John R. Ingersoll

Monmouth, monitor, in reserve, Lt. Commad-

er J. L. Parcell, Cavite

Paraguay, gunboat, 201 tons, Ensign A. B. Read

commanding, Cavite

Pennsylvania, armoured cruiser, 13,500 tons,

Capt. Thom "C. McLean

Quincy, gunboat, Lieut. E. L. Bisbee, Manila

Elgin, cruiser, 3213 tons, Commander F. F.

Fletcher, Manila

Villabona, gunboat, 347 tons, Ensign A.

Andrews, Cavite

West Virginia, armoured cruiser, (flagship of

Rear Admiral Brownson), 13,500 tons, Capt.

Cemrey H. Arnold

# SHIPPING IN PORT.

STEAMERS.

Aspen, British schooner, 2706, John B. Booth, 25th August—Kutchinotsu 19th August.	General—Dodwell & Co.
BORNEO, German str., 1344, F. Sambill, 24th August—Sandakan 18th Aug, General— Melchers & Co.	
CHINA, American str., 3181, J. F. Robinson, 25th August—San Francisco 18 August, Mails and General—P. M. S. S. Co.	
CHOYSANG, British str., 1424, A. E. Sudback, 1st Sept.—Shanghai 25th via Swatow 31st Aug, General—Jardine, Matheson & Co.	
CLARA JESSSEN, German str., 1103, Jens Jensen, 25th August—Java 15th August, Sagar—Jensen & Co.	
DAPHNE, German str., 1947, Schipper, 24th August—Guaymas 23rd July, Ballast— China Commercial S.S. Co.	
EMPERESS OF CHINA, British str., 3006, A. H. Reed, R.N.R., 25th Aug. Vancouver, 6th Aug, Mails & General—C.P.R. Co.	
FOOSHING, British str., 2150, Arthur, 30th August—Moji 25th August, Coal— Jardine, Matheson & Co.	
FORSTDALE, British str., 2283, 29th August Java 30th August, Sugar—Butterfield & Swire.	
FUKUSHU MARU, Japanese str., 1090, T.	



